

ENTREPRENEUR

NOTICE.

MR. FRANCISCO MAMRDE GON
SALVES and Mr. AUGUSTO JOS
do ROZARIO have this day been admitt
Partners in our Firm.

1st March 1904

ROZARIO & Co.

NOTICE.

THE INTEREST and RESPONSIBILITY of
Mr. GEORGE MACKENZIE in our
Firm CEASED on the 31st December, 1893.
SMITH, BELL & Co.
Manila, 22nd February, 1894. [46]

THE YEARLY GENERAL MEETING
of the MEMBERS of the HONGKONG
CLUB will be held at the CLUB HOUSE on
FRIDAY NEXT, the 7th March, 1884, at
5 o'clock P.M.
The attention of MEMBERS is drawn to the
Special Notice posted in the HALL of the Club.
By Order,
EDWARD BEART,
Secretary

Hongkong GMB;
1st March, 1884. [46]

HONGKONG HOTEL COMPANY,
LIMITED.

MR. HENRY ST. CLAIR GREELEY
who for many years has been associated
with the management of the Occidental and
The Baldwin Hotels, San Francisco, has
been appointed Manager of the above Hotel.

occupied the position of MATRON in some of the Principal Hotels in the Eastern States have also been engaged.

By Order of the Directors,
L. HAUSCHILD,
Secretary.

FOR SHANGHAI.
THE Steamship
"NINGPO,"
Captain R. Crawford, will be despatched for the
above Port TO-DAY, the 1st March, at
FOUR P.M.

29th February, 1894. SIEMSEN & Co. (48)

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rate
for NINGPO, CHEFOO, NEWORAWANG, TIENTSIN
HANKOW, and Ports on the YANGTZE).

THE Company's Steamship

"PATROCLUS."

Captain Brown, will be despatched as above
at DATESHUI, TO-MORROW, the 2nd March
For Freight or Passage, apply to
RITTERFIELD, SWIRE & Co. Agents.

29th February, 1884. [46]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY, TAMSUI, AND TAIWAN
FOO.

"FOKIEN,"
 Captain G. Westoby, will be despatched for the
 above Ports, on **TUESDAY, the 4th March, at**
FOUR P.M.
 For Freight or Passage, apply to
DOUGLAS LAFLAIX & Co.,
 General Managers.
 29th February, 1884. [46]

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"DIOMED,"
Captain Jackson, will be despatched as above
on or about the 6th March.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
29th February, 1884.

LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
Ports, and taking through Cargo to NEW
ZEALAND; through Passage Tickets
granted to PORT MORESBY, NEW
GUINEA.)
THE Steamship

Captain Smith, will be despatched as above on WEDNESDAY, the 19th inst. at FOUR P.M. This vessel has unusually good Cabin Accommodation, situated amidsthip, upon the upper deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
—1st March, 1884. ————— 146

YACHT RACE.

THERE will be a **HANDICAP RACE** for all
 Yachts under 10 Tons **TO-DAY**, the
 1st March, for a Cup presented by Mr. T. E.
SMITH. Start at 12 o'clock sharp. Entries to
 be sent to Mr. **SMITH** at Messrs. Blackheath
 & Co.'s on or before **THURSDAY**, the 28th inst.
 27th February, 1884. [44]

HONGKONG, CANTON, AND MACAO
STEAMBOAT COMPANY, LIMITED.

THE Steamer "WHITE CLOUD" will
leave for MACAO at FOUR P.M., TO
DAY, returning from MACAO on MONDAY
at SEVEN A.M., instead of the usual hour.
FARES—First Class Return.....\$3.00.
Second Class do.....\$1.50.
By Order,
T. ARNOLD,
Acting Secretary.
29th February, 1884.

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

THE DIVIDEND declared for the half year ending 31st December last, at the rate of Two Pounds Sterling per Share of £125 and ONE POUND and FIVE SHILLINGS Sterling per New Share of \$93.75 paid up is payable on and after FRIDAY, the 29th February Current, at the Office of the Corporation.

apply for Warrants.
By Order of the Court of Directors.
T. JACKSON,
Chief Manager.
29th February, 1884. [45]

BOARD AND LODGING OR LODGING
only for 2 Single GENTLEMEN or
Married Couple unaccompanied: Central Position.
Apply by letter first to

Office of this Paper.
29th February, 1884. [45]

NOTICE.

THE Undersigned has been instructed by the
"SANITAS" COMPANY, LIMITED
of London with the exclusive sale of their Mann
factures in Hongkong, Macao, and Canton, and
begs to inform the public that the said Com-
pany will not accept any business the above

28th February, 1984. E. F. DE SOUZA. [45]

100

6.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

EXTRACTS

[illegible]

Empress, and then fled for safety to an English vessel. The captain found out his secret, and after murdering the unhappy wretch, sold the stone to a native merchant, having rid away the proceeds, hanged himself in delirium tremens. But the romance of the great diamonds is too large a subject to be treated in a few lines. It is so vast, that their extraordinary value always caused them to be the objects of the fiercest competition, of the first ambition of conquerors and the last struggle of the conquered, and, except in such times of comparative security as our own, an incessant anxiety to their possessors. Thus General Alibon, who had his fortune made in the year 1310, died not without the loss of his peace, as he lived, as some tyrants have done, in perpetual terror of assassination—never let even his own family know where he intended to spend the next day, nor slept two nights running in the same bed. He sold his terrible possession at last, and thus obtained a little repose and repose, and laid the foundation of modern history than he thinks. In the meanwhile if it only makes his own fortune, he is to be congratulated; and if it serves also to help to dispel the prevailing prejudice against Cape diamonds, he will, while enriching himself, have also done our African colony a substantial service.—*London Society.*

HOW A PARISIAN PHYSICIAN MANAGED TO OBTAIN A REPUTATION FOR A CURE.

The following story, told by *Life*, serves to illustrate the love of the French people for the mysterious.—A short time ago a Parisian doctor set up an establishment in the Foutbourg Montmartre. He assumed a high sounding name, furnished his house in weird and fantastic fashion, engrossed solemn looking books, and asked for a fee of 15 francs. He could only see patients after the hours of midnight or in the gray dawn of the morning. The effect was magical. Every weak-minded person, with delirious real or imaginary, flocked to the new medicine, who soon began to reap a golden harvest. At last the suspicions of the police were aroused. The commissary paid a personal visit and asked for the explanations. To surprise he finds out that not only had the suspected individual taken good degrees, but that he had graduated with the highest honours at the Paris university. Just as he was taking his departure, however, the doctor entreated him not to let any one know of his high qualifications. Thus the mystery of his practice and the surname combined. The doctor desired to conceal so much intellectual light under a bushel. "Why," replied the other, "if my patients only knew that I was a mere doctor my practice would vanish like the snow."

A REMARKABLE TRIP FROM NEW ZEALAND.

Mr. William King, one of the best known yachtsmen in Australia, had just completed a cruise in the *Albatross* in New Zealand in a 18-foot boat. The trip was made in 12 days, the ship's officers and crew consisting of Mr. King as captain, his wife as chief officer and his two daughters as crew.

If ever a man existed who could lay claim to the title of a thorough yachtsman, that man is Mr. William King, commonly and affectionately called "Bilby." There are certain men who are always spoken of by their Christian names prefixed, and then, as in this case, it is invariably shortened into the common schoolboy way of using it; and as someone has remarked somewhere, it is a sure sign of a real good fellow that he is always spoken of by his Christian name and the surname combined. Those men are born for a particular work must persons will agree—that is, they possess such natural aptitude for mastering its details, that they may almost be credited with a sort of instinct.

Mr. King, from his earliest youth, took so naturally to the water, that, as Mrs. Partington says, it appeared "like King." Some of his earliest recollections are of his time in the Royal navy as a midship, but to one of his active and adventurous disposition such a life, unless in time of war, would soon become irksome, and it is therefore not surprising, to those who know him, to find that he left the "wooden walls of Old England" before he attained the rank of his distinguished relative, "Bilby" King. Some of us were led to wonder how many for obvious reasons, "Amra" King is in the Customs in Sydney, and was thoroughly well known to all the yachting men of the period—in fact, he resided on a small vessel he had—one night camping in Mossman's and the next, perhaps, down Middle Harbour, and so on, giving every rook and corner a name, and was a well known figure in Sydney who knows more of the harbour than he does. Mr. King can fairly claim to have done things in the way of boat sailing that can hardly be eclipsed by any man living, and is just the style of man who had he lived in earlier days, would probably have distinguished himself as a discoverer. During the last 20 years Mr. King has been engaged in the sustainable, every conceivable sort of boat, and passed through storms and adventures that would cut in the shade many exciting fictions. On one occasion he rode out a gale in Biss' Straits where it knows how to blow, in a small half-decked boat, about 20 feet long, lying head to wind with a "drague" out for several days, and he was the only man there. The sort of weather encountered there, and what a time of it poor "Bilby" must have had in a cockleshell of a boat may be imagined by any person who has met with a real live gale while aboard of a good ship. Mr. King always carries a "drague" for his trips, and it consists of a canvas bag made in 19 inches deep, and the bag set in and is kept distended with a hoop, and when thrown aboard it has lines fastened around the rim, so that as the boat drifts the drague fills with water, and drags sufficiently to keep her to sea; and as it yields sufficiently it allows her to give sufficiently to prevent the sea breaking on board in a jump, although of course in a small boat the water comes in, and the sea may get a corner and fill. Mr. King has spent a large sum of money on different boats and smaller craft that he has had built for cruising about in—some £17,000 in all. Although he is not quite so active as he was a few years ago he has just proved that his skill and courage have by no means failed him, for he has just returned from a cruise to Zealand and Sydney. In 19 days he is a boat on the North, Gt. Jin, in beam, and St. deep. She is 19 feet long, built boat, and rather curiously in our waters, as she is built entirely without timbers, being planked first from end to end, then diagonally across. This makes her strong, gives more room than timbers, and leaves a boat perfectly smooth and easy, enabling her to keep much water.

That Mr. King has found a homelike of congenial temperament may be easily believed when we state that his crew consisted only of his wife and two daughters. This ocean-going 18-footer is rigged with her mast stepped right forward, and carries a sailing lug sail, and the mast set in the only three masts—use the main mast, and hand-loom.—*Sydney Telegraph*, Jan. 26.

TRICKS IN A TUNNEL.

A party of four persons were travelling on the Hudson River Road one summer. In a coach were a young lady and a young gentleman who had been very attentive to each other. In the seat behind them sat their friends, one of whom was a sportive young lady. For some practical jokes, the young lady and the young gentleman had been in the habit of making. The train entered a tunnel, and the young lady, who was sitting next to the young gentleman, turned over and imparted a resonant kiss on the cheek of the young lady in front of her. A scream followed, and laughter came from the darkness all over the car. As the train ran into daylight the insulted young lady turned on her friends, and, besides and in addition to the usual expressions of indignation, said: "How dare you insult me in this manner?" "I assure you," she said, stammering in confusion at the strangeness of his position, "that I have done nothing." "Nothing!" she repeated, and burst into tears. The passengers now ceased laughing, and looked at the young girl and flaming cheeks. After a moment's protest, which were not heeded, he went to the smoking-car. The sportive young lady wrote a note the next day and explained matters. The young couple were reconciled, married, and the other young lady was not invited to their wedding. An annoying practical joke was played on the young lady, who was sitting next to the young gentleman. While the train was passing through a tunnel a friend knocked off the sportive young man's hat, forced his fingers through his hair, kissed the back of his own hand, and then slapped his own face violently. Every one in the car looked in that direction when the light came, and the friend was apparently the most surprised of the party. The young lady, who was sitting next to the young gentleman, and seen a good deal of the rural world before he took to grave-digging—he was, I say, retentive home at night after a somewhat idle day; for a man had been hanged. His way to his cottage lay through this very graveyard, where, during most of my acquaintance with him, he reigned despotically as curator, or, as he himself put it, "steward" of this "ward of mortality," and as he passed the corner where the convicts were buried, he was struck by hearing, in the otherwise quiet night, some sounds which appeared to him to be unusual and remarkable. He paused for a while to consider what they could possibly mean. "If I were inclined to be a fool now," said he to himself, "I should think that I was hearing something and going to sit it right." Being too half-headed for the wit he waited, turning possibilities in his mind, when at last it occurred to him that the convict's body had most likely been deposited near where the sounds seemed to be coming from—for the noise continued while he continued with himself. No sooner did he get the idea of the man's body being so close to him, than the path and made his way across the "vineyard," groping his way at last to a new grave, which he knew by the soft earth under his feet. Up from this grave came the unearthly—rather the very earthly—sounds. He was awed a good deal but he did not lose his head. He waited a few moments, but out all over him he decided, "This is no ghostly business, the man hath come to life." Off he set as fast as he could make his way in the darkness across the graves; and having regained the path, went at full speed to his home. There, having aroused half-a-dozen of his neighbors, he told what he had discovered. They all agreed that the sounds were the man's hands in the ground, and every one of them was soon convinced that this was no fiction and no mistake, but that sounds, which in all probability proceeded from a living being, were coming up through the filling of a new grave. Thereupon they set to work with all their might in relief of two men each. They dug to a depth of between four and five feet, and the man was found, as they thought, in the ground, where he stood that he was not articulate and was not eager shouting and hallooing. Without delay they disinterred the shell, examining which by the light of the lantern, they soon pronounced it to be that of the man, who had been hanged, judging from the frail construction and the absence of letters and handles. Moreover, they perceived that the weight of the man had not been taken off his man's head. At this time the doctor had not arrived, and the half-dozen fellows had to decide on what should now be done. Naturally enough they thought that the man must be the thing principally required; they also reflected that the doctor, when he should arrive, could not judge of the state of things until he could see the patient. They therefore decided to "put the man off" the life, which they at once accomplished by main force, laying hold of the edges of the fracture. Instead of seeing the man whom they had unearthed revive on taking in the fresh air, they perceived that the body of the man was dead. They were all disappointed, and the doctor, when he arrived, was told that the man was dead. The latter, after a short examination, said that he believed the body to be dead, and no effort could bring again to life. The man was then buried, and the full credit to the story of the poor fellow who had worked so earnestly and to so little purpose, and explained how, through the bungling work of the old hangman, or the hangwoman, the neck had never been broken; furthermore, that when the coffin-lid gave way by reason of the weight of the man, the body was not so brought him back to such a state of semi-consciousness as led to his shouting. "Had I been with you five minutes earlier," said he, "it is possible that he might have been fully restored; but you made a fatal mistake, my lads, in letting the full volume of the air come to him at first. That overpowered the feeble sparks of life, and he died. He died in his own grave. But you acted humanely and for the best; his life, remember, was already forfeit to the law; and you must let that console you for your lost labour." I do not give this story merely on the authority of the old sexton; the doctor had been many years dead when I first saw him, and well known to me, and from them I obtained a full confirmation of the tale.—*Blackwood's Magazine.*

[illegible]

HONGKONG.		HONGKONG.	
TR.	CONSIGNEES.	TR.	CONSIGNEES.
283	Arnold, Karberg & Co.	1871	Capella
490	Wilder & Co.	366	Order
739	Slomason & Co.	334	Wilder & Co.
1333	Soy Shing	375	Chiao
1337	Order	384	Wilder & Co.
618	Hing Lee & Co.	832	Wilder & Co.
3129	P. M. S. S. Co.	834	Wilder & Co.
554	Read & Co.	832	Wilder & Co.
1337	Ward & Co.	834	Wilder & Co.
330	Russell & Co.	832	Wilder & Co.
117	H. & W. Dask Co.	834	Wilder & Co.
509	Douglas, Laprak & Co.	832	Wilder & Co.
321	Along	834	Wilder & Co.
1337	Order	832	Wilder & Co.
1341	H. C. & M. Steamboat Co.	834	Wilder & Co.
1031	H. C. & M. Steamboat Co.	832	Wilder & Co.
243	H. C. & M. Steamboat Co.	834	Wilder & Co.
1333	Chinass	832	Wilder & Co.
431	D. Russell & Co.	834	Wilder & Co.
431	A. S. Marly	832	Wilder & Co.
1039	Slomason & Co.	834	Wilder & Co.
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1341	H. C. & M. Steamboat Co.	834	Wilder & Co.
1031	H. C. & M. Steamboat Co.	832	Wilder &

NAME.	DATE OF ARRIVAL.	CAPTAIN.	REG.	AND
Alcor	Feb. 3	—	Amer.	
Alfred Reed	Feb. 3	—	Amer.	
B. Webster	Jan. 23	—	Amer.	
Crown Prince	Jan. 23	—	Brit.	
Chadwell	Jan. 23	—	Brit.	
D. J. Tenney	Jan. 12	—	Amer.	
Elise	Jan. 22	—	Ger.	
Granite State	Dec. 18	—	Brit.	
Gloucestershire	Jan. 4	—	Brit.	
Great Admiral	Jan. 23	—	Brit.	
H. H. Taylor	Jan. 23	—	Brit.	
J. G. Foulden	Jan. 3	—	Brit.	
Jupiter	Jan. 20	—	Ger.	
K. H. H. Taylor	Jan. 23	—	Brit.	
Mary E. Russell	Dec. 30	—	Amer.	
Prædencia	Jan. 22	—	Brit.	
Tianhua	Dec. 8	—	Brit.	
Bongio	Jan. 11	—	Ger.	
Kaiser	Jan. 23	—	Ger.	
Kilwardale	Dec. 31	—	Brit.	
Mary S. Ames	Jan. 6	—	Amer.	
Broedens	Jan. 17	—	Amer.	
Great Sarcenet	Jan. 15	—	Norw.	
J. W. G. minister	Jan. 11	—	Brit.	
Nerion	Jan. 11	—	Brit.	
Admiral	Jan. 23	Dehloffson	Swed.	
Alina	Jan. 22	Sobianelow	Siam	
Bua Pan	Mar. 2	—	Siam	
Buena Noctua	Nov. 8	—	Siam	
Catandula	Nov. 22	Boszo	Siam	
Chia	Jan. 23	—	Siam	
Confucius	Oct. 30	Simpson	Siam	
Crown Kanryo	Dec. 16	Yoo	Siam	
Crown Widda	Jan. 23	Ulrich	Siam	
Chien	Jan. 23	—	Siam	
Sing Lee	Nov. 13	Goodard	Siam	
Havoy	May 24	Evans	Siam	
Falcon	Jan. 23	Kraus	Siam	
Frosted Dora	Jan. 23	M. Arino	Ital.	
Chien	Jan. 23	Wells	Brit.	
Hai Chien	Jan. 23	Patterson	Brit.	
Hsin Sheng	Oct. 14	Reynolds	Siam	
Kim Chye Sang	Oct. 14	Chiuase	Siam	
K. H. H. Taylor	Jan. 23	—	Siam	
Mercury	Nov. 1	Seagrave	Siam	
Rapid	Sept. 24	Stebbing	Siam	
San Francisco	Jan. 18	Oblin	Ger.	
Sealight	Jan. 18	Koller	Siam	

NAME.	REG.	TONS.
Albatross	screw sloop	1
Audacious	double-screw gun frigate	1
Champion	corvette	1
Compaigne	corvette	1
Conchochafer	gunboat	1
Caracua	corvette	1
Daring	composite sloop	1
Esk	double-screw gunboat	1
Eclair	gunboat	1
Flying Fish	sloop	1
Fly	double-screw gun-vessel	1
Foxhound	gunboat	1
Kestrel	double-screw gun-vessel	1
Knight	gunboat	1
Maggie	surveying vessel	1
Merrin	composite gunboat	1
Mitiga	double-screw gun-vessel	1
Pegasus	sloop	1
Phaetor	American gunboat	1
Swift	double-screw gun-vessel	1
Tweed	double-screw gunboat	1
V. Rannell	reefing ship	2
Vanderbilt	double-screw gunboat	1
Wyvern	turret-ship	1
Zephyr	gunboat	1

NAME.	FLAG.	TONS.
Abreck	Russian gunboat	7
Adria	French gunboat	7
Adonia	Portuguese transport	4
Albatross	American corvette	4
Char	French gunboat	—
Cristo, Colombo	Italian corvette	—
Dece	French transport	—
Edouard-Franco	German corvette	6
Enterprise	American corvette	6
Erebus	American transport	6
Essex	Russian gunboat	6
Hamelin	French corvette	7
Geometal	German corvette	7
Ilia	German gunboat	14
Juniata	American corvette	14
Kersaint	French sloop	14
La Victorieuse	French frigate	14
Leopold	German corvette	14
Lutin	French gunboat	14
Moosoney	American gunboat	14
Morge	Russian gunboat	18
Nankin	Russian corvette	18
Narpa	Russian gunboat	18
Nephrichnik	Russian corvette	18
Palos	American gunboat	18
Richmond	American frigate	14
Shickoff	Russian corvette	14
Sokol	Russian gunboat	18
Stosch	German corvette	7
Tangora	Portuguese gunboat	—
Tartar	Russian corvette	—
Tartar	French frigate	27
Triumphante	French frigate	14
Valasco	Spanish corvette	14
Villars	French corvette	15
Vichy	French corvette	15
Wolf	German gunboat	18

NAME.	FLAG AND REG.	TONS.
An-lan	Vietory's gunboat	7
Ching-king	Reynolds cruiser	2
Chien-jin	Reynolds cruiser	2
Chien-jin	Vietory's gunboat	4
Ching-king	Vietory's gunboat	4
Ching-king	Vietory's gunboat	4
Hai-shong-ching	Vietory's gunboat	4
Hoi-long-hung	Vietory's gunboat	4
Hung-ching-hai	Vietory's gunboat	4
San		

[illegible][illegible]